

KU-KI-923

463928

No. TCD-3740A-98

Date August 17, 1998

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

FAA-2007-27191-4

The undermentioned examinations or modifications are mandatory

1. Applies to : Mitsubishi Heavy Industries (MHI) Model MU-2B/-10/-15/-20/-25/-26 airplanes : Serial Number (S/N) 008 through 347 (except S/N 313 and 321); and MU-2B-30/-35/-36 airplanes : S/N 501 through 696 (except S/N 652 and 661)

2. Compliance required as indicated, unless already accomplished.

To prevent the loss of airplane control due to the excessive elevator nose-down trim deflection in case of autopilot system malfunction, accomplish the following.

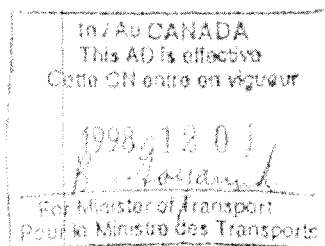
2.1 Within 100 hours time in service after November 4, 1992 (the effective date of the AD No. TCD-3740-92 (KU-KI-1272) or by May 3, 1993, whichever occurs earlier, modify the autopilot system to reduce the nose-down trim range in accordance with MHI MU-2 Service Bulletin No. 216, dated September 11, 1992 or further JCAB approved revisions.

2.2 Within 100 hours time in service after the effective date of this AD, modify the elevator trim indicator in accordance with MHI MU-2 Service Bulletin No. 228, dated July 13, 1998 or further JCAB approved revisions.

2.3 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB.

3. Remarks

3.1 This AD becomes effective on August 24, 1998.



3.2 MHI MU-2 Service Bulletin No. 216 dated September 11, 1992, No. 228 dated July 13, 1998 and further JCAB approved revisions, pertain to this subject.

3.3 This AD supersedes AD No. TCD-3740-92 dated November 4, 1992.